CHICKAMAUGA. By John B. Turchin, late Brigadler General U. S. Volunteers: formerly Colonel of the General Staff in the Imperial Guards of Russia With Eight Maps. 8vo, pp. 295. Chicago: Fer-gus Printing Co.

General John B. Turchin is one of those foreign soldiers who put their swords and their professional knowledge at the service of the Union at the time of the Rebellion, and whose gallantry and skill were so often distinguished. In the Chickamauga campaign he commanded a brigade in the division of General Reynolds, and during the two days' fight in the Chickamauga Walley he led several desperate and successful charges. In the present volume he has recorded not only his personal recollections of one of the bloodiest battles of the war, but a series of careful observations made during the past twenty years, and fortified by surveys taken on the field of battle, together with verifications by the aid of the official records. It is a book written by a professional soldier of large experience and full knowledge, and while it is in places liable to be charged with prepossession or prejudice, according to the point of view occupied by the reader, the general accuracy of the details and the general weight of the criticism' must secure it respectful consideration and cause its really great merits

as a historical document to be widely recognized. The first point of objection likely to be taken against General Turchin's history of Chickamauga is his view of the relations of General Rosecrans to it. His attitude is that of a stanch advocate and defender of that commander, and it is apt to be complained that in attempting to justify this position he passes too lightly over events and dispositions which have been regarded by many military critics as fatal to the theory of Rosecrans's capacity. It is somewhat curious that General Turchin makes no reference to the Comte de Paris's account of this campaign. Grant's opinion be mentions only to disparage it. But the Comte de Paris has so marshalled his views as to constitute an arraignment of Rosecrans in the Chickamauga campaign which, whether just or not, is serious enough to demand specific refutation. There is certainly in this book no sufficient justification of that separation of Rosecrans's army which, had Bragg been more energetic or had he been better served by his lieutenants; would almost certainly have led to the crushing of the three Federal corps in detail before they could concentrate. It is of course no defence of this movement to say that the action which led to the capture of the the commander of the Army of the Cumberland 22d Michigan, the 89th Ohio, and part was misled by defective information; that he believed Bragg to be in full retreat, when in fact he was massing his forces for a great attack. It is clear that the procuring of accurate information is one of the first duties of a commander, and that But no historian of the Chickamauga campaign, however friendly to Rosecrans, has hith- of Chickamauga," and that "there was no occaerto escaped the unavoidable logic of the fact that several times in the course of those operations imminent disaster to the Union arms impended, and in each case was avoided, not by the superior sagacity and prescience of the Union commander, but by the sluggishness or want of judgment of the Confederate chief.

When Rosecrans discovered the danger into which he had thrust his separated corps; when, that is to say, he learned that Bragg was concentrating on Lafayette, and that retreat was the last thing in his mind, he set himself promptly to concentrate his own forces, but in so doing he abandoned perforce the whole plan of campaign. When the battle was joined on the 19th, morcover, Rosecrans had not completed his dispositions and was not ready. General Turchin asserts truly that the two-days' battle was more in the nature of a wild scramble than a military operation; that the contending armies fought fleroely and stubbornly in the wooded country without any particular objective; that Bragg, when his first plan of attack proved a failure, could think of nothing better than to throw his whole force upon Rosecrans in a kind of Indian-fighting way, and that, consequently, the battle, though technically a drawn one, was, so far as its practical results are concerned, a Union victory. But nothing of this can be credited to Resecrans. He profited by the errors of his antagonist, but he did not take adrantage of them, as a greater captain would have done; and it must be pointed out that when unexpected disaster befell his own army he was by no means fertile in resources. Thus, when the right centre was broken on the second day by the irrup-tion of Longstreet's corps into the gap made by Wood's untimely movement, and a rout followed which for a time was believed to extend to and inelude the left, the conduct of Rosecrans was, to say the least, peculiar. That he was carried bodily away in the stream of fugitives may account for his going as far as Rossville; but why, being there, did he elect to retire still further to Chattanooga instead of returning to the field, concerning the sitnation of which he assuredly had no information justifying the conclusion that everything was lost.

So far as he was concerned, everything would have been lest at that juncture if Thomas, the " Rock of Chickamauga," had not been present to bear the brunt of the rebel attack. The whole long heroic fight upon the Horseshoe Ridge that afternoon, in fact, took place without any initiative from the commander-in-chief. Thomas was tive from the commander-in-chief. Thomas was virtually in command on the battle-field long before Rosecrans formally delegated the command to him by orders from Rossville. Rosecrans was of course not responsible for the ambiguity of the written order which Wood, seeing its error, neverwritten order which Wood, seeing its error, nevertheless undertook to carry out. But Rosecrans was responsible for going into battle without reserves, and, therefore, for the loss of time in bringing up troops to meet Longstreet's attack; which loss of time had such serious and so nearly fatal consequences. Again, General Turchin fully recognizes that the Union rank and file saved the day in the second battle of Chickamauga. The prestige and splendid example of Thomas were of great influence, no doubt, but Horseshoe Ridge was held by the determined and indomitable pluck of the American volunteers, who on that occasion defied apparently overwhelming numbers, and were not discouraged even by the exhaustion of their ammunition. What would have happened but for the critical interposition of Steedman's brigade and batteries, when the rebels had massed for their last desperate combined assault of the Ridge, it is difficult to conjecture; but the fact remains that Chickamauga was emphatically a soldiers' battle from 2 o'clock p. m. on the 20th until the close.

General Turchin points out Bragg's mistakes slearly. The attempt to conquer the Ridge, he says, was a wasteful blunder. The Federal line was not only attenuated ; it was disconnected ; and had the Confederate corps been massed upon its weakest point they could have penetrated it easily, have cut the army in two, and have probably rolled up the divided parts in hopeless confusion and defeat. If this is true, however, what can be said for the dispositions presenting so perilous a weakness, and how can Rosecrans be acquitted of accountability for the error of the formation? The commander who fights a defensive battle must | occasion for future reference. provide for every contingency beforehand. The assailant, having the advantage of selecting his point and method of attack, may shift his troops here and there, strengthen one part of his line at the expense of another, mass his forces on right, left or centre. He possesses superior mobility, in short. The defender of a position is under more restraint, and if, as at Chickemauga, he possesses no reserve, it is the more important that his lines should be concentrated as much as possible. Roseorans undoubtedly baffled Bragg and confused him by his change of position during the night of the 19th, but had Bragg been a resourceful commander this change would not have averted a catastrophe to the Union arms on the 20th. Viewing the campaign without prejudice or proposession, and simply with an eye to the truth, it is difficult to reach any other conclusion than that the military capacity of General Rosecrans failed before this crucial test. With Lee or Stonewall Jackson before him, any one of a score of errors committed by him would have proved fatal-alwars provided that he had not been rescued (as he

actually was at Chickamauga) by the superior skill and courage of his lieutenants and the stubborn gallantry of his troops.

It is fair to recall Halleck's futile interference. No doubt he worried and impeded Rosecrans with his unintelligent and incessant headquarters instructions. No doubt, too, Resecrans was handicapped by the policy which made Burnside practically independent of him-which, as General Turchin observes, separated all the corps commanders as much as if they had been in different countries, and rendered concentration and harmony of action out of the question. When the mischief was done, Halleck ordered up re-enforcements from everywhere, without regard to the difficulties of transportation. But then it may be said that Rosecrans was bound to make his account with the interference and general futilities of Halleck, and that when he crossed the Tennessee he knew he must depend upon the force he had in hand for all operations against Bragg. General Roseerans was a good strategist. His plans were generally sound. Even when he was superseded, after the Chickamauga campaign, his successor carried out most of his projects. That of Brown's Ferry was notoriously his, for example. But he seems to have been deficient in mental elasticity and resource, and when the unexpected happened he could not always rise to the occasion. This appears to be the explanation of his departure from the field of Chickamauga on the second

The tardiness of M'Cook's march over the mounteins put him out in the beginning. Nobody could have anticipated that this march would consume five days-nobody, that is to say, at a time when topographical maps were not, and when the knowledge of corps commanders concerning the condition of country roads was generally obtained only in the course of marching over them. Bragg, however, was quite as much baffled by the sluggishness of his lieutenants, and especially by Polk's delay in beginning the attack. The elaboration bestowed by General Turchin upon the details of the two-days' fighting brings out the character and incidents of the great battle with unprecedented clearness, and resolves nearly all the questions which have been undetermined hitherto. His account of the second day, and particularly that of the magnificent defence of Horseshoe Ridge, is of the deepest interest, and singularly free from the technicalities which are so apt to confuse the non-professional reader in books written by trained soldiers. He criticises of the 21st Ohio Regiments, severely, and with apparent justice; though, perhaps, more allowance should be made for the prevailing confusion and increasing darkness at the time when his opinion, however, that "this episode was the most shameful that happened during the battle sion whatever for the sacrifice of those fine regiments. They could have withdrawn just as easily as did Steedman's or Brannan's troops."

In his examination of the results and character of the action at Chickamauga, General Turchin reaches the conclusion that it cannot be considered a rebel victory. His position here is unquestionably strong. It is certain that Bragg took no advantage from the battle. Chattanooga, which he was fighting to recapture, remained in the hands of the Federal troops. The Army of Tennessee was so roughly handled that its efficiency was paralyzed. Its losses were greater than those of the Union army. The latter withdrew from a position which was not essential to it, and took up another which Bragg found unassailable, and on Missionary Ridge the Northern troops completed that defeat of the rebels, the ground for which was laid in the Chickamauga Valley. Bragg was very much worse off after the battle than before it. His strength was diminished by 20,000 men, and the spirit of his best troops was depressed by their failure to carry the Horseshoe Ridge. All that had been done was to occupy positions from which the Union forces had not been driven, but had retired. It was, in fact, a drawn battle, with all the resulting consequences in favor of the Union army. General Turchin adds to his narrative a chapter of criticism in which he makes several obviously sound and practical suggestions. Is an appendix he gives various official documents relating to the battle, and a complete record of the troops engaged in it. An admirable index and eight fine maps complete the usefulness of a volume which is a most important contribution to the literature of the this Department. important contribution to the literature of the rebellion, and a careful and intelligent study of an action which has been the theme of controversy ever since it took place. All who read to the results of the reservoir in the received at the second proposals in triplicate for Embanakoust at David's Scaled Proposals in triplicate for Embanakoust at David Scaled Proposals in triplicate for Embanakoust at Davi this work will be pleased to learn that the author contemplates the speedy publication of a similar full and authoritative history of the battle of Missionary Ridge, in which the Army of the Cumberland conclusively demonstrated that the bloody work of Chickamauga had not demoralized it, as General Grant apprehended.

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17.15 COTTON—On the spot quiet and without change of im-roance. Sales, 464 bales for consumption. Also last rek not before reported, 2,349 bales for export and 1,318

Quotations are based on American standard of classifi-cation. Low Middling

comber, 87 10 w 87 7.8c, closing at 87 3.8c. RYE, and unchanged. Western nominal, 50c; State, 50c RARLEY Negleched. BARLEY MALT—In demand... CO4N—The spot marker ruled very firm quiet, soring to the esnall supply on offer. Stock rive, however, had a fair demand. Shippers 96,000 bushels here, and five to six loads at the out pleasides, ten loads were sold c., f. and i., part for mett. Options ruled weaker and doclined 1.8c. 4-4c. ing firm, after a moderate business. Sales, 028,000 fedure, 212,000 hash spot and arrive, including graded Miscol and White, 4.2c. 4cc., No. 2, Mixed, 45c. lots, in clovator, 45c, canal, after, to arrive, 4.2.1 2c. f. ard i., lake and rail, streams Mixed nominal, 44 elevator, No. 2 May, 42 5.8c. closing at 42 bee; do J. 41 7 shi42c, closing at 48c. lots, a later, do J. ment. Options ruled weaker and declined lead 4-c closing firm, after a moderate business. Sales, 228,000 bushing firm, after a moderate business. Sales, 228,000 bushing fature, 212,000 bush spot and arrive, merculing Universited Mixed and White, 428,45c; No. 2 Mixed, 45c; cardistant, business, 122,000 bushing the first of the fi

858 12.,[20,271,771] 6.921,504[4,108.084] 272.3-8.613.884 1859.
May 12., (29,271,771) 6.921,50414,108,0841 242,388,613,888 1857.
May 14,144,458,102,13,766,1073,865,637 370,372,207,639 18AY AND STRAW There is a first market throughout on small recepts and continued air demand. HAY No. 1, large, the small, forcing the demand. HAY No. 1, large, the small, forcing light mixed, the rock small, forcing light mixed, the rock dark mixed, the rock of the small state of the s

787.1.8c.

STEARINE—Quiet and about steady. City, lard. 8 3-8c;

STEARINE—Quiet and about steady. City, lard. 8 3-8c;

Western do. 7 7.8c. Oleomarcarine, 7 1-8c nominalization of the city quoted TALLOW-Steady and quiet. Prime city quoted 6.10c; sales, 105.000 fb out of town, part, 4 1-4c.

Ocean Steamers.

UNARD LINE

C IRCULAR LETTERS OF CREDIT for travellers abroad, available in all parts of the world, insued by HELDELBACH, ICKELHEDBER & CO. Foreign Bankers, 26 Williamst, corner of Exchange Place.

I NMAN LINE U. S. and Royal Mail Steamers.
FOR QUEENSTOWN AND LIVERPOOL.
From Fler 43, foot of Christopherist. New York.
CITY OF PARIS.
Wednesday, May 15, 5 p. m.
CITY OF RICHMOND Saturday, May 15, 5 p. m.
CITY OF RICHMOND Saturday, May 22, 12 noon.
CITY OF RICHMOND Saturday, May 22, 3 p. m.
CABIN PASSAGE, 856 and unward. SECOND
CABIN PASSAGE, 856 and unward. SECOND
CABIN, \$35. STEERAGE, \$20.
PETER WRIGHT 4 SONS, General Agents,
6 ROWLING GREEN, N. Y.

Valuer Park, Occas Grove, Cacepe Sussessing Pleasants. 4 30, 8 15 a. m. 1 30, 4 30 p. m., for Farmingdaie, lanchescer, Tome River, Barmegat, etc. 4 30 a. m., 1 30 p. m., for Vinedand, Bridgetten. 4 30 a. m., 1 30 p. m., for Vinedand, Bridgetten. 4 30 a. 0.00 s 113, 10 130, 1130, 1130, 4 100, 4 130, 30, 6 10, 8 30 p. m. Sunfays, 4 30, 9 00 a. m. for ceth Amboy. FOR LAKEWOOD at 4:30, 8:15 a. m., 1:30, 4:30 m., Parlor cars at 4:30.

BOUND BROOK ROUTE,
Via Central R. R. of New-Jerrey, Philadelphia and Reading R. R., and Baltimore and Ohio R. R., leave foot of Liberty-st., N. R.

For Pulladelphia, at 4:00, 7:45, 8:80, 0:30, 11:00 a. n., 1:30, 2:30, 3:15, 4:00, 5:00, 5:30, 7:30, 12:00 p. m.

SUNDAYS, 8:30, 9:30 a. m., 1:30, 2:30, 3:15, 5:00, 6:20, 12:00 p. m.

For Baltimore and Washington, daily, at 8:30 (11:00 except Sunday) a. m., 1:30, 2:30, 3:15, 5:00, 12:00 p. m.

Trains leaving at 7:45, 1:30 a. m., 1:30, 4:00, 5:30, 7:30, 12:00 p. m.

Trains leaving at 7:45, 1:30 a. m., 1:30, 4:00, 5:30, 7:30, 12:00 p. m., have connection for Reading, Harrisburg, Pottsville, d.c.

Tickets and Parlor Car seats can be precured at 71, 251, 415, 9:44, 1:140, 1:323 Broadway, 7:37 0th-ave, 264 West 12:54b-st., 1:34 East 12:5th-st., New-York; 4 Court-st., 8:00 Entions., 9:8 Broadway, Hooklyn,

New-York Transfer Company will call for and cherbackers from hotel or residence.

WEST SHORE RAILROAD, N. Y. C. & H. R. R. R. Co., Lessee.—Trains leave West 42c st. station, New-York, as follows, and twenty minute earlier from foot of Jay-st. N. R.: Chicago, Detroit, London, Hamilton, '9:55 a. m. '5:15, '8:15 p. m. St. Louis, '5:15, '8:15 p. m. Torento, 19:53 a. m., 15:15 p. m. Nacara Falls, Syracuse, Utica and principal intermediate stations, 815 '9:55 a. m., 6:15, 'e.15 p. m. And all 30 s. m.

PACIFIC MAIL STEAMSHIP COMPANY'S
LINES FOR CALIFORNIA. JAPAN, CHINA.
CENTRAL AND SOUTH AMERICA AND MEXICO.
From New York, pier foot of Canalest., N. R.
From New York, pier foot of Canalest., N. R.
For San Francisco via the Isthmus of Panama
CITY OF NEW YORK sails Saturday, May 18, 3 p. m.
For fielght, passage and goneral information apply ao
company's office on the pier, foot of Canalest., N. R.
Apply to NETHERLANDS LINE, 39 Broadway,
N. Y. for new Tourist Guide to Holland, the Rhine and
Parts Exposition. Entirely renewed feet of powerful
and modern steamships. Latest additions: 1886, s. a.
Rotterdam; 1887, s. e. Amsberdam; 1888, s. a. Veendam;
1889, s. s. Obdam and Maasdam. First Cabin, 840, 850,
860. Secoud Cabin, 832. Ten days to Rotterdam, by
s. s. Veendam, sailing June S, July 18. Rotterdam to
Parts, 9 hours.

Paris, 9 hours.

C HARLESTON, S. C., the South & Southwest.
C HARLESTON, S. C., the South & Southwest.
FERNANDINA, FLA., AND WILMINGTON, N. C.
THE CLYDE STEAMSHIP COMPANY.
From Pler 29. E. R. (foot Roosevelt-st.) at 3 p. m.
CHEROKEE, charleston and Jacksonville. Tues., May 14.
11/00U018, Charleston and Jacksonville. Frid., May 17.
YEMASSEE, Wilmington and Fernandina. Sat. May 18.
All strangers have first-class passenger accommodations.
Insurance under neen pelicy effected at one-fifth of one per cent.
WM. P. CLYDE & CO., Gen. Agents,
WM. P. CLYDE & CO., Gen. Agents, T. G. EGER, G. E. A. G. S. F. & P. Line, 319 B w'y, N.Y.

GUION LINE
UNITED STATES MAIL STEAMERS.
FOR QUEENSTOWN AND LIVERPOOL

ALASE A.

ALASE A.

Tuesday, May 21, 10 a. m.
WYOMING Tuesday, May 21, 10 a. m.
WIOMING Tuesday, May 21, 10 a. m.
WISTONSIN Tuesday, June 4, 5 a. m.
WISTONSIN Tuesday, June 4, 5 a. m.
VIVA Tuesday, June 1, 3 p. m. Cabin passage, \$50, \$60, \$30 and \$100. Second Cabin. 680 and \$35. Steerage, \$20. A. M. UNDERHILL & CO., 85 Broadway, N. Y. HAMBURG-AMERICAN PACKET CO.
EXPRESS SERVICE between New-York, Southampton (London) and Hamburg by the new twin screw
stermers Augusts Victoria and Columbia, of 19,000 tons
and 12,500 horse power. Will sail May 23, June 27, July
BEGULAR SERVICE to Plymouth (London) Cherbeurg (Paris) and Hamburg; also direct to Hamburg. being (Paris) and Hamburg also direct to Hamburg.

Bohemia 4.30 p. m., May 14

Suevia 2.30 p. m., May 24

Ist cabin, \$50 and upward; storage at low rates.

Beneral office, 37 Broad; General Passac Office,

Way, C. SCRUELZ, Dir.

R. J. CORTIS, Mgr.

61 Broadway, N. Y.

Railroads.

CENTRAL RAILROAD OF NEW-JERSEY.
FOOT OF LIBERTY ST. NORTH RIVER.
Time Table of May 12, 1889.
4 00 s. m. for Easton, Bethelbenz, Allentown, Manch
Chunk, Wilkesbarre and Scranton, Reading, Harrisburg. 8:30 a. m. for Flemington, Lake Hopatcong, Easton, ethiohem, Allentown, March Churk, Wilkesbarre, Scran-Sout a. m. for Fremington, Lake Hopstone, Easton, Bethjaben, Allentown, Mauch Chunk, Wilsesbarre, Seranton, Reading, Harrisburg, Petrsville, Tamaqua, Shamokin, Sunitury, Lewisburg, Williamsport, 1998.

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> FOR ATLANTIC CITY. 4:30 a. m., 1:30 p. m. SANDY HOOK ROUTE,

From Pier S. N. R.
For Sandy Heok, Atlantic Highlands, Highland Beach, Seabright, Nonmouth Beach, Long Branch, Entontown, Lakewood, Teas River and Farners, at 3:45 p. m.
SHORTEST AND QUICKEST ROUTE FOR PHILADELPHIA, BALTIMORE AND WASHINGTON. BOUND BROOK ROUTE,

Steitin, 7,000 bits refined, 39 (pitor): British ship John A Briegs to arrive, thence to Juna, 70,000 cases refined, 36: Itshis bark actusin Quinta, thence to Tunis, 15,000 cases refined, 20 1 2c. MisCriff, and Followship and Revision of Cartinia Steines, 200 (cases refined), 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 1 2c. MisCriff, and College and St. 10,000 cases refined, 20 2 2c. MisCriff, and College and St. 10,000 cases refined, 20 2 2c. MisCriff, and College and St. 10,000 cases refined, 20 2 2c. MisCriff, and College and St. 10,000 cases refined, 20 2 2c. MisCriff, and College and St. 10,000 cases refined, 20 2 2c. MisCriff, and College and St. 10,000 cases refined, 20 2 2c. MisCriff, and College and St. 10,000 cases refined, 20 2 2c. MisCriff, and St. 10,000 cases refined, 20 2 2c. MisCriff, and College and St. 10,000 cases refined. 2c. Miscriff and St. 2c. Miscriff and College and St. 10,000 cases refined. 2c. Miscriff and College and St. 10,000 cases refined. 2c. Miscriff and College and St. 10,000 cases refined. 2c. Miscr

Railroads.

BALTIMORE AND OHIO RAILROAD.
Fast Express Trains, via PHILADELPHIA
BALTIMORE, WASHINGTON CINCINNATI
LOUIS AND CHICAGO.

PULLMAN CAR SERVICE ON ALL TRATMS

Leave NEW-YORK, foot of Liberty-st, as follows: For CHICAGO, 3:15 p. m., 12 midnight. For CINCLIN-ATI and ST. LOUIS. S:30 a. m., 5 p. m. For WASHINGTON, BALTHIMORE, WILMINGTON and CHESTER. S:30 a. m., 11 a. m., 1:30 p. m., 2:30 p. m., 3:15 p. m., 5 p. m., 12 midnigat. Sundays. 3:30 a. m., 1:30, 2:30, 3:15, 5 p. m., 12 midnight.

Sundays, 5-30 a. h., 1-30, 2-30, 5-15, 5 p. m., 12 midnight.
For Tickets and Pullman Car Space call at B. 4 O. Ticket Offices, 21, 261, 415 and 1,140 Broadway, or at Station foot of Liberty-st.
New-York Transfer Company will call for and check baggage from hotel or residence. CHAS, O. SCHILL.

PENNSYLVANIA RAILROAD.
THE STANDARD RAILWAY OF AMERICA.
PROTECTED THROUGHOUT BY THE
INTERLOCKING SWITCH AND BLOCK MGNAP
SYSTEM.

TRAINS FOR THE WEST, Leave Stations, foot of Destrosess and Cortlands est, to CN AND AFTER MAY 147H, 1889.

9 a.m. The Celebrated New York and Chicago Limited: the pioneer of this class of the service, composed szciusively of Fullman Vestibule Siepeins, Dining, and Smoking Cara, heated by steam and lighted by movable electric lights, daily for Pitteburg, Chicago, and Cincinnati.

selectric lights, daily for Pittsburg, Chicago, and Cinclinad.

a. m. Fast Line, with Pullman Vestibule Parler and
Siceping Cars, Dining Car from Fulladelphia, daily for
Pittsburg, Chichmati, Clevedand, and St. Louis, defiy,
except Saturday, for Chicago and Toleda,
Siceping Cars and Dining Car, daily for Pitcsburg, Chicago, Chichmati, and St. Louis, daily, except Saturday,
for Cleveland and Toledo.

p. m. Pacine Express, with Pullman Vestibule Siceping
Cars, daily for Pittsburg, Chicago, and Toledo, daily,
oxcept Saturday, for Cleveland.

or Williamsport, Lock Haven, 9:00 a. m., 8p. m.; Corp
and Eric at 8 p. m., connecting at Certy for Tileaville
and the Oil Regions.

or Lebanon, 9:00 a. m., 3:00 p. m., and 12:15 night,
for Norristown, Phoenixville, Pottsbown, and Reading,
11:00 a. m., 1:00, 2:00, and 4:00 p. m. Sandays, 6:13
and 10:00 a. m.

ALTIMORRE, WASHINGTON AND THE SOUTH

RIE RAILWAY.—Ticket Offices, 401, 317.

Tils and 957 Broadway, 158's Bowery, 187 Westst,
1 Battery Piace, Chambers and 23d-st, ferries, NewYork; 331 and 333 Futon-st, Brooklyn; 107 Broadway,
Williamsburg; corner Newark and Hudson sts., Hooken;
and New Station, Jersey City, where Tickets and Parlor
or Sleeping Car reservations and orders for checking and
rean-ster of baggage can be obtained. Express trains
leave 23d-st. 5 minutes earlier than time shown from
Chamber-st.; local trains 5 to 10 minutes earlier.

CUNARD LINE.

NEW-YORK TO LIVERPOOL via QUEENSTOWN from Pier 40, North River.

Servia. May 18, 8 a.m. tailia. June 5, 9:30 a.m. dothnia. May 22, 11:30 a.m. June 5, 9:30 a.m. June 18, 10 a.m. June 5, 10 m. Ettura. May 20, 11:30 a.m. June 18, 10 a.m. June 18, 10 a.m. Thorse sheathers carry Best-care passengers only. The research block to and from all parts of Europe at very powrators. For freight and passage apply to the company. office 4 Bawting Green, New-York.

CIRCULAR LETTERS OF CREDIT for travellers abroad, available in all parts of the world.

I NMAN LINE U. S. and Royal Mail Steamers.
FOR QUEENSTOWN AND LIVERPOOL.
From Pier 43, foot of Christopher at., New Yorz.
CITY OF PARIS.
Wednesday, May 22, 12 noon.
CITY OF PARIS.
Wednesday, May 22, 12 noon.
CABN PASSAGE, 600 and upward. SECOND.
NEW YORK. SOUTHANITON AND BREMEN.
SHORT ROUTE TO LONDON.
NEW YORK SOUTHANITON AND BREMEN.
SHORT ROUTE TO LONDON.
NEW YORK SOUTHANITON AND BREMEN.
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NEW YORK SOUTHANITON AND BREMEN.
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NEW YORK SOUTHANITON AND BREMEN.
SHORT ROUTE TO LONDON.
NEW YORK, MAY 15, 6 a.m. Pins Sat. May 25, 2 30 p.m.
Werra Sat. May 18, 6 30 a.m. Trave Wed. May 29, noon.
First Cabin, 6100 and upward a berth. secondian to location. Second Cabin, 650 and 600 an ainlit. Steerage at lowest rates. OELERICUS & CO., No. 2 Bowling Green.

GUION LINE.

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GUION LINE.

Lave First Stades MAIL STEAMERS.
FOR QUEENSTOWN AND LIVERPOOL.
Lave First Stades, May 21, 10 a. m.
WISCONSIN.

Tuesday, May 21, 10 a. m.
WISCONSIN.

Tuesday, May 22, 10 a. m.
NEWADIA.

Tuesday, May 21, 10 a. m.
WISCONSIN.

Tuesday, May 21, 10 a. m.
WISCONSIN.

Tuesday, June 4, 8 a. m.

FOR GUEENSTOWN AND LIVERPOOL.
Lave First Cabin, 6100 And upward a berth. secondian to location. Second Cabin, 650 and \$400 an ainlit. Steerage at lowest rates.

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FOR QUEENSTOWN AND LIVERPOOL.

Lave First Cabin, 6100 And upward a berth. secondian to location. Second Cabin, 650 and \$400 and ainlit. Steerage at lowest rates.

GUIANT Tuesday, May 21, 10 a. m.
WISCONSIN.

Tuesday, June 4, 8 a. m.
PULLMAN CAR SERVICE ON ALL TRAINS.

SCHEDULE IN EFFECT MAY 12TH,
Trains leave station Central Railroad of New-Jersey,
toot Liberty-st. North River.
For Washington, Baltimore, Wilmington and Chester,
1:30, 11 a. m.; 1:30, 2:30, 3:15, 5 p. m.; 12 night,
sundays, 8:30 a. m.; 1:30, 2:30, 3:15, 5 p. m.; 12 night.
For Philadelphia at 4, 7:45, 8:30, 9:30, 11 a. m.; 1:30,
1:30, 3:15, 4, 5, 5:30, 7:30 p. m.; 12 night.
1:30, 3:15, 4, 5, 5:30, 7:30 p. m.; 12 night.
1:30, 3:15, 5, 6:30 p. m.; 12 night. For Philadelphia at 4, 7:45, 8:30, 9:30, 11 a. m.; 1:30, 2:30, 3:15, 4, 5, 5, 30, 7:30 p. m.; 12 night. Sundays, 8:30, 9:30 a. m.; 1:30, 2:30, 3:15, 5, 6:30 p. m.; 12 night.

Tickets and Parlor car scatz can be procured at 21, 71, 201, 415, 944, 1:40, 1:323 Erradway, 7:37 6th-ave, 234 West 125th-st., 132 East 125th-st., New-York; 4 Court-st., 830 Fution-st., 88 Broadway, Brooklyn.

New-York Transfer Company will call for and check baggage from hotel or residence.

LEHIGH VALLEY RAILROAD,

PASSENGER TRAINS leave foot of Cortlandt and Declaresses sis, as follows:
7 a. m. for Statington and intermediate points.
8 - m. for Geneva, Lyons, Elmira, Rochester, Buffamil the West, and principal local points. Chair car

and the West, and principal local points. Chair car to Einfra.

11 a.m. for Elmira and Intermediate points.
11 a.m. for Elmira and Intermediate points.
Chair cars to Tunkhannock and Intermediate points.
Chair cars to Tunkhannock Connection to Reading and Harrisburg.

3:40 p.m. for Pittaton and principal intermediate points.
Chair car to L. and H. Junction.

4:20 p.m. for Statington and Intermediate points.
Connection to Reading and Harrisburg. Chair car to Match Chunk and Intermediate points.
Talls of Connection Connection of Reading and Harrisburg. Chair car to Match Chunk Geneva. Lyons, Elmira, Rochester, Ruffals and the West. Pullman sieeper to Lyons.
Trails leaving at 8 a.m., 1 p. m. and 3:40 p. m. connect for all points in Mahanoy and Harleton coal regions.
St.NDAY TRAINS.

8 a.m. for Mauch Chunk Harleton and intermediate points. points.
5-40 p. m. for Mauch Chunk and intermediate points.
7 p. m. for Geneva, Lyons, Elmira, Rochester, Buffale and the West, Pullman sleeper a Lyons, General Eastern Oftee, 235 Broadway.

and the West. Pullman sleeper to Lyons.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.

GENERAL FOUR-TRACK TRUNK LINE.

On and after May 12 trains leave

GRAND CENTRAL STATION.

Largest and Finest Passenger Station in America.

15 a. m., Rochester and Montreal Express, drawing-room cars New-York to Albany, and Albany to Montreal, via D. & H. R. R. also East Albany to St. Albans, via Central Vermont line.

9:50 a. m. FAMOUS VESTIBULED NEW-YORK, CHICAGO AND ST. LOUIS LIMITED, composed exclusively of budet smoking-car, dining-car, drawing-room and sleeping cars for Albany, Utca, Syracus, Rochester, Buffalo, Eric, Cleveland, Toledo, etc., arriving at Chicago at 0:50 a. m., Indianapolis 11:35 a. m., St. Louis 7:40 p. m. next day. Connects at Cleveland with train for Columbus and Chicago. Connects at Cleveland with train for Columbus and Chicago. Connects at Cleveland with train for Columbus and Chicago. Connects at Cleveland with train for Columbus and Chicago. Connects at Cleveland with train for Columbus and Chicago. Connects at Cleveland with train for Columbus and Chicago. Chicago dawing room cars to Canandaigua and Rechest. Physicago. Chicago, dawing room cars to Canandaigua and Rechest. Physicago. Chicago, dawing room cars to Canandaigua and Rechest. Physicago, Chicago, dawing room cars to Canandaigua and Rechest. Physicago, Chicago, Chicago

fill noon, in Western New York and Scientific Renaingroa, New Adoms Sc. Preside room cars for Albany and Tree 3:30 pm, Albany, Troy and Utica Special, with dawing-room cars to Troy and Utica.

"3:35 pm, Accommodation to Albany and Trey. Comnets for Williamstown, North Adams, and Internalisal points on Fitchburg H. R. points on Fitchburg and Cieveland, Cincinnati, Indianapolis, St. Louis, Incident and Consultation of the Consultation of Parish Consultation of Sunday in Montreel, Adirondacks and Cunandaigua.

"30 p. m., Montreel, Adirondacks and Cunandaigua with parior car for Saranac Lake and Adirondack with parior car for Saranac Lake and Adirondacks unitary points, and to Syractuse and Canandaigua dally ont Sunday.

"4 n. m., Special Mail Limited, arrives at Rochessia.

initiate points, and to Syracuse and Canandaigua daily.

of Sunday

Bedial Mall Limited, arrives at Rochester

of D. B. Bridie O. 350 a. m., and Cleveland 1:25 p. m.

*10:00 p. m. Past Night Express for Rochester, Buffs.

Nigara Falls. Toronto, Cleveland, Cincianat. Isdianapolis, St. Louis, Detroit and Chicago, with sleeping
care. Significance to Clavton, via Urua, daily, oncept diampedle, St. Louis, Detroit and Chicago, with sleeping-parts. Steruling-case by Clovicus, via Virua, daily, except Saturday, give to Canandalgua on Sundays only.

2 midnight for Saratoga, Whitehall and Rutland. Ne connection with train leaving Saturday. Sleeping-case at Albany. Connects at Albany with train for the West. Tickets and space in crawing-room and sleeping-case saic at Grand Contral Station, 413, 785 and 942 Broadway, 12 Park Place, 1 battery Flace, 68 West 122tn-st. Bulletinst. Stations. Now-York, 333 Washington and 720 Fus-ton sta., and 338 Bedford-ave. E. D., Brocklys.

Westcott's Express chils for and checks bargage from hotels or residences.